
The Jaguar's Purr©

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THE DELAWARE VALLEY JAGUAR CLUB
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July 2022

2022 Concours d'Elegance a Success!!



June 4th, 2022, was a beautiful day and DVJC fielded 19 Champion Class cars, 13 in Driven Class, 2 Special and 14 Display cars in addition to the cars exhibited by the Delaware Valley Triumph Club and the Cars and Motorcycles of England. Contributing to the success was all the hard work from members of DVJC, DVT, and Hope Lodge. Congratulations to all the winners in the various classes of the DVJC Concours. Scores can be viewed on pages 8 & 9.



You Can Always Renew Your Membership!

You can always renew your membership in DVJC. Payment can be paid by credit card, debit card, or PayPal by using the DVJC Web site at <https://delvaljaguarclub.com/>. Members are encouraged to use the Web site for membership renewal. DVJC members using the Web site for the first time should click on the BECOME A MEMBER tab. Detailed instructions about signing up for Web site access is shown here. DVJC members with current access should log in to the site as normal. On the Welcome screen scroll down to "Renew Subscription." Alternately you can click on the MEMBERS tab, select "My Membership Profile", and scroll down to "Renew Subscription." Detailed instructions will then be displayed. Members who opt for paying by check can submit payment directly to Jim Sjoreen or use the membership form [by clicking here](#) or referring to pages 44 & 45 to update information.

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ADVERTISING RATES

Full Page \$320/ year; \$50 /
issue

Half Page \$180/year; \$35 / issue

Quarter Page \$95 / year; \$20 /
issue

Business Card \$55 / year

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Members' ads free of charge
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Non-members \$15.00 per insert

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Upcoming DVJC Events

July 9, 2022

9:00 a.m.—1:30 p.m.

RSVP Required by July 7

**DVJC 17th Annual Slalom (see page 11)
Garnet Valley High School, Glen Mills, PA**

Contact: [Click Here](#) for more information and to register

July 24, 2022

9:00 a.m.—1:00 p.m.

**Natural History Served with Coffee, Donuts
Delaware Museum of Nature and Science
4840 Kennett Pike, Wilmington, DE**

Contact: [Click Here](#) for more information and to register

August 7, 2022

8:00 a.m.—3:00 p.m.

RSVP Required by July 1

**59th Annual Das Awkscht Fescht
Macungie Memorial Park, Macungie, PA**

Contact: [Click Here](#) for more information and to register

August 20, 2022

10:00 a.m.

**Donuts & Coffee at Fort Washington State Park
Fort Washington, PA**

Contact: [Click Here](#) for more information.

September 10, 2022

1:00 p.m.—5:00 p.m.

Save the Date

**DVJC Gathering of Friends
Solebury, PA**

Contact: [Click Here](#) for more information and to register

September 15—18, 2022

**Jaguars on the Chesapeake
Rock Hall, Maryland (see p. 31)**

Contact: [Click here](#) for more information.

January 22, 2023

11:30 a.m.

Save the Date

**DVJC Annual Holiday and Awards Celebration
William Penn Inn**

1017 DeKalb Pike, Ambler, PA 19002

Contact: [Click Here](#) for more information and to register.



Your Monthly Bill July 2022

As I was preparing to write this Monthly Bill, Nancy suggested that I do my work on the deck instead of in the house. I wholeheartedly took up her recommendation. The only drawback is I repeatedly find myself daydreaming and thinking about how much I enjoy the summer season and all the things we can do in the good weather. Guess I must buckle down

Half of 2022 is now in the rearview mirror – hard to comprehend! Following postponement of our Holiday Party due to, dare I say it, “COVID concerns,” DVJC has held eight varied events including destination drives, the DVJC Open golf outing, Spring Fling, a dealer sponsored brunch and, of course, our perennially successful Concours d’Elegance. Responding to the member survey conducted earlier this year, locations of the events were spread more broadly throughout the club’s geographic area and scheduled on a mix of Saturdays and Sundays. Your input will continue to guide the executive committee as we organize future events.

What are **the connections** between the following five items?

1. XJ12 Saloon
2. Nancy Beible
3. Montclair, NJ
4. 1938 SS 2.5L DHC
5. Simeone Foundation Automotive Museum

(Read further for the answers.)

June 4 was a magnificent day for our **2022 Concours**. Spectators joined with exhibitors and volunteers to relax and enjoy the wide variety of beautiful and unusual cars, food and music all in the stately setting of Historic Hope Lodge. We owe a special thanks to Jim Sjoreen and Alan Brown for their leadership and to the many volunteers from DVJC, Delaware Valley Triumphs and Friends of Hope Lodge and the sponsors who made this show a success. It is especially gratifying when spectators and entrants from other clubs comment on how friendly and welcoming they find DVJC members.

Do you recognize these two cars?



As a Fathers’ Day treat, Nancy and I traveled to Montclair, NJ to take in the fifteenth annual Cats in the Garden show hosted by the Jaguar Touring Club (JTC). Noe LaFramboise is an associate member of JTC. His and Mick Van Vlijmen’s cars are shown here. Ed and Carol Petrow displayed their 1974 Series III E-Type – or most of it. They did leave one headlight trim ring somewhere on I-78 in Pennsylvania. It’s likely not any longer in original factory condition! The president (Joe Terraciano) and treasurer (John Gendelman) of the Touring Club have recently joined DVJC as associate members following their experience at our Concours. Welcome!

Have you figured out the connections?



While waiting in a book signing line at the Simeone Museum, Nancy overheard someone talking about a

Your Monthly Bill July 2022 (continued)

car he had recently purchased at the Classic Auto Mall in Morgantown, PA. The car he described sounded similar to one I had recently sold. I introduced myself and he had, in fact, bought my car. The 1996 XJ12 is pictured at this year's Cats in the Garden and was parked immediately to the right of Noe's XK.



The current owner of "my" car is Nick Mongi, a member of JTC. Nick grew up in Montclair as did Nancy. Recall Alex Cole's article in the March 2022 Purr. Alex also grew up in Montclair and the bus stop where he regularly saw (now) "his" 1938 SS 2.5L DHC parked is one Nancy walked by all the time.

After enjoying the Jaguars in the beautiful garden setting, we took a trip down memory lane for Nancy and visited each of the houses she lived in, her elementary, junior high and high school, grandparents' homes and her church. Fathers' Day was an all-around great day for both of us!

There's more to do!

Our seventeenth annual [slalom](#) competition is scheduled for Saturday July 9 at Garnet Valley High School. This is fun for all ages (of cars) from the oldest models to current year offerings. In fact, you can compete in any marque, Jaguars are not required. Pre-registration

deadline is July 7. Day of event registration available with a \$10 surcharge.

A few weeks later, join up with other members and friends in the shaded lot of the newly remodeled [Delaware Museum of Nature and Science](#). [A scenic drive concluding at the Brandywine Brewing Company](#) will follow the social time at the museum which is open for tours.

[Das Awkscht Fescht](#) takes place the first weekend in August in Macungie (Allentown). British cars are featured this year and there will be a separate area for display of Jaguars.

Finally, formal registration for [Jaguars on the Chesapeake](#) will open within the next few days. The detailed schedule is now posted on our website.



Have a Jaguar kind of Fourth of July!

Bill

Welcome New Members

Joseph & Michele Terracciano
Nutley, NJ

John & Michele Gendelman
Flemington, NJ



DELAWARE VALLEY JAGUAR CLUB
2022 Concours d' Elegance at Historic Hope Lodge



Scoring Results -Champion

Class	Entrant	Year	Model	Body Type	Color	Score	Club
C01/PRE	Cole, Alex	1938	SS	DHC	Black / Grey	99.170	DVJC
C05/E1	Brown, Alan & Margaret	1963	E-Type	FHC	BRG	99.860	DVJC
C05/E1	Menkowitz, Bruce	1965	E-Type	OTS	Navy Blue	97.810	DVJC
C05/E1	Karpovitch, Alan	1967	E-Type	OTS	Opalescent Maroon	95.350	DVJC
C07/E3	Inwood, Thomas	1973	E-Type	Conv.	Azure Blue	99.920	JC of Ohio
C08/SLS	Lorini, Joseph	1967	420	Saloon	Willow Green	98.800	DVJC
C12/JS	Greene, Jay	1988	XJ-SC	Cabriolet	Black	96.620	DVJC
C12/JS	Kitson, Charles	1988	XJ-SC	Cabriolet	Talisman Silver	94.300	DVJC
C13/JS	Morrison, Greg	1993	XJR-S	Conv.	Black	99.730	DVJC
C14/K8	Silvestri, Robert	1998	XK8	DHC	Meteorite	99.990	Southern New England DVJC
C14/K8	Kogan, Mark J.	2003	XK8	Conv.	Black	99.780	DVJC
C14/K8	Kress, Stephen	2000	XKR	Conv.	BRG	99.120	DVJC
C15/XK	Beible, Bill	2008	XKR	Conv.	Green	99.790	DVJC
C15/XK	Detzky, Michael L.	2007	XK	Conv.	BRG	99.730	DVJC
C15/XK	Craven, Robert	2011	XK	Conv.	White	99.190	DVJC
C17/PN	Kob, Leo	1966	E-Type	Roadster	Cream	90.500	DVJC
C20/F	Spaulding, Dennis M.	2014	F-Type S	Conv.	Rhodium Silver	99.950	DVJC
C20/F	Worley, Martha Thompson	2019	F-Type	Conv.	BRG Metallic	99.940	JC of Southern NE



DELAWARE VALLEY JAGUAR CLUB
2022 Concours d' Elegance at Historic Hope Lodge



Scoring Results -Driven and Special

Class	Entrant	Year	Model	Body Type	Color	Score	Club
D02/E1	Henwood, Peter	1966	E-Type	Coupe	Red	9.790	DVJC
D02/E1	Gendelman, John M.	1967	E-Type	OTS	Silver/Black	9.629	Jaguar Touring Club
D03/E2	Gendler, Steve	1969	E-Type	OTS	Signal Red	9.536	DVJC
D04/E3	Shelly, Bill & Nancy	1973	E-Type	OTS	Regency Red	9.280	DVJC
D05/SLS	Tinari, Anthony	1961	Mark 2	Saloon	BRG	9.984	DVJC
D05/SLS	Morrison, Greg	1967	3.8S	Saloon	Primrose	9.932	DVJC
D05/SLS	Ruocco, Kenneth	1967	420	Saloon	Grey	9.740	DVJC
D06/XJ	Schultheis, Steve	1976	XJ6	Saloon	White	9.702	DVJC
D06/XJ	Beible, Bill	1984	XJ6 Vanden	Saloon	Black	9.630	DVJC
D10/K8	Kogan, Mark J.	2003	XKR	Conv.	Black	9.765	DVJC
D11/XK	Morgan, Dave	2009	XKR	Conv.	Shadow Grey	9.989	Central Ohio
D12/J8	Dever, Jack	2005	XJ8	Saloon	Red	9.950	DVJC
D16/FP	Meyer, Mike	2019	F-Pace S	SUV	Black	9.996	JC of Ohio
S02/MOD	Laframboise, Noe	1955	XK140	DHC	Maroon	9.957	DVJC
S02/MOD	Fitzgerald, Kevin	1969	E-Type	OTS	Blue	9.938	DVJC

Member Anniversaries

Member Name		Co-Member Name		Join_Date	Years
Jack	Bednarski			01-Jul-96	26
Ken	Swanstrom	Peg	Swanstrom	01-Jul-07	15
Mick	Van Vlijmen			07-Jul-13	9
Tom	Shaner	Carolyn	Shaner	07-Jul-13	9
Albert	Gerbig	Patricia	Gerbig	03-Jul-17	5
Dominick	Infante	Rosanne	Payne	05-Jul-21	1
Jack	Dever			11-Jul-21	1
Merle	Graham	Deborah	Graham	09-Jul-21	1



Membership Musings

July 2022

By: Tony Tinari

As we pass the mid-year milestone, I am delighted to report that DVJC membership is in robust good health! As of this writing our census is 159 members (including 4 associate members, 4 honorary members and 1 youth enthusiast) and 118 co-members. These totals are essentially equal to the highest member count of 2021, our most recent and largest member count in DVJC club history. Our two newest associate members are officers of the Jaguar Touring Club, who were so impressed and heartened at the warm welcome they received at our June Concours that they have decided to join us.

I would note also that our number of Instagram followers has reached 197 (far exceeding the number of actual club members). In addition, JCNA has been picking up and re-posting on their account some of our best Instagram posts. I'd like to see us push past 200 followers this month and therefore, providing the 200th follower is indeed a DVJC member, they will receive a valuable and unique piece of Jaguar swag. Have not yet decided what that will be, but trust me, it'll be great. So much for the business of DVJC membership.

The "musings" part of the column this month is, appropriately enough for July, about vacation-and specifically my own. Shortly after our June Concours, Mary Alice and I left on a long delayed (because COVID) trip to the Amalfi Coast of Italy. It was wonderful to finally check that one off the bucket list! And among other discoveries, we learned that Jaguar enthusiasts are everywhere, including sunny Italy. Here's what happened . . .

One of our day trip excursions was to the seaside area now known as Paestum, the site of three ancient Greek temples. We're talking old, as in 500 BC. Not far from there we stopped for a delightful lunch at a family run establishment known as Villa Rosa. The property once belonged to the regime of Benito Mussolini, the infamous Italian fascist dictator; he would use it to check on the progress of restoration of the ruins in Paestum. It's now run as a bed and breakfast by the third generation of the Pisani family.

As we were leaving the establishment after a truly amazing meal, our host Luigi Pisani stopped

me to inquire in his best English "Why have you the leaper upon your shirt?" It happens that I was wearing a polo shirt which I had acquired weeks earlier at the DVJC Spring Fling silent auction. I explained to him, as best I could given our different native languages, that I was a Jaguar enthusiast, had a few cars, and belonged to a car club in the states. His eyes brightened and he said immediately "Andiamo, vieni con me!" (Let's go, come with me!)



From the shirt which started it all . . .

So, I followed him to his home at the edge of the property and sure enough there in the driveway was his automotive pride and joy, which appears in these photos. I was initially uncertain exactly what I was looking at, beyond that it was a nice looking XJ saloon in fine shape.



Luigi's Jag in front of Villa Rosa

Membership Musings July 2022 (continued)

It was not possible to make a positive ID from the badging alone. As we spoke, he mentioned “otto cilindri” (eight cylinders) which was intriguing. After a bit of stateside research (thank you Paul Trout) I learned that this is an X308, which is an early XJ8. According to Paul, it’s difficult to distinguish between the X300, which were all six cylinder cars, and the X308 which was the first XJ to be fitted with the 4.0 litre AJ-V8. These were built from 1997-2003, the last of the steel bodied XJ’s, and they are revered as a classic Jaguar with a modern drive train.



X308 and its’ proud owner

It is to me a wonderment how such an elegant, not to mention substantial, automobile like this

can navigate the narrow roads of the Amalfi coast without incident. Anything wider than a Fiat 500 (the beloved Cinquecento) is at risk of being side-swiped in one of those blind hairpin turns, in my humble opinion. Nevertheless, here is Luigi proudly driving his Jag around the Italian seaside. He's an inspiration.



Luigi behind the wheel, looking stylish!

I’m grateful and glad to have made this chance acquaintance, based on our shared appreciation for Jaguars. I’ll long remember Luigi’s gracious hospitality, and of course the buffalo mozzarella made fresh daily on a neighboring farm, as well as this unique automobile.

Buon automobilismo! (Happy Motoring!)

Tony

CAR REPAIR RULES

1. Always use the perfect tool on your car.
2. The perfect tool is usually a hammer
3. Most tools can be used as a hammer.




GARNET VALLEY
HIGH SCHOOL
552 Smithbridge Road,
Glen Mills, PA 19342



17th ANNUAL SLALOM

Saturday, July 9th 2022

Tech Inspection starts 9:00am

You know of Jaguar's prowess on the track? Now it's time to experience it! If you have a 1936 SS or a SVR F-Pace, this is your opportunity to have a lot of fun in a safe confined area.

If this is your first Slalom, don't worry, there are plenty of members on hand to help and give advice. Did you know we have 7 nationally ranked JCNA members just last year?

If you want to come and just watch and join us for lunch afterward, we would love to have you join us. If your Jaguar is in the shop, don't fret you can bring another marque. We have had a Tesla, Ford and Volvo recently run the slalom.

JCNA Members driving their own cars Pre register \$10.

Non-DVJC members driving their own cars pre-register \$10 + \$20 event insurance.

DAY OF EVENT registration will have a \$10 surcharge.

Please register early at: delvaljaguarclub.com

The event is limited to 20 vehicles.

Questions, contact Rich Rosen - rosen244@verizon.net or call 609-923-7655



Helmets are Mandatory

Brunch following the event at
Mckenzie Brewhouse, Rt 202
(not included in registration)



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Speaking of Things Jaguar - July 2022

By Paul Trout

Celebrating 100 Years of Jaguar: The Forties, A Jaguar emerges from the War

As SS Cars Ltd entered 1940, car production had ceased and remaining inventory had been sold off. William Lyons, like many other manufacturers, was looking to support the war effort as a means of keeping his company afloat. Through a discussion during a golf game with Frank Spriggs, Managing Director of Hawker Siddeley, he was able to secure assurance of a contract to build parts for the new Avro Manchester bomber.



So confident of this contract, Lyons added floor space capacity at the Coventry plant. Unfortunately Manchester bomber production was short lived as the twin engine plane was plagued with problems, mostly with the Rolls Royce Vulture engines. The contract with SS Cars never materialized. This put the company in rather dire financial straits, due to the purchase of the Motor Panels Company the previous year and the plant expansion in anticipation of the Manchester contract. At the December 1940 AGM (Annual General Meeting) Lyons was unable to show any accounts and, for the first time in the company's nearly twenty year history, was forced to record a loss of £22,600, coincidentally about the same amount as was spent purchasing Motor Panels. On top of the loss, the bank overdraft now stood at £23,200. Needless to say, Lloyds Bank had some concerns. In the end, William Lyons was required to give Lloyds personal assurance to the sum of £32,000, risking everything he owned, in-

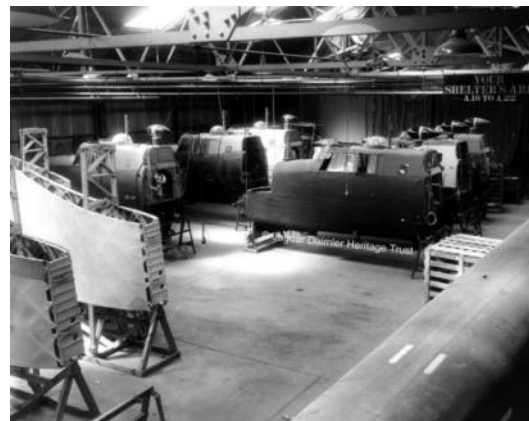
cluding his home (the amount was more than six times the value of his home).

Down, but not out, Lyons was able to secure a contract to repair the aging Armstrong Whitley bombers.



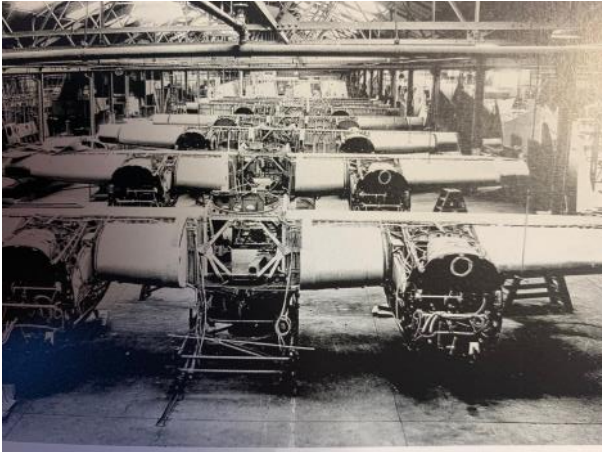
This, along with a Swallow Sidecar (still a fully owned subsidiary of SS Cars) contract for military sidecars, gave Lyons hope for financially surviving the war. Physically surviving the war, however, was not as assured. Coventry suffered considerable bombing with terrible losses.

SS Cars was soon to learn that the aircraft industry was much different than the automotive industry. The stringent regulatory requirements of the Aeronautical Inspection Directorate (AID) were totally unanticipated. As the first of the damaged bombers was rolled into the plant, the foreman suggested they would have them out of there in a month.



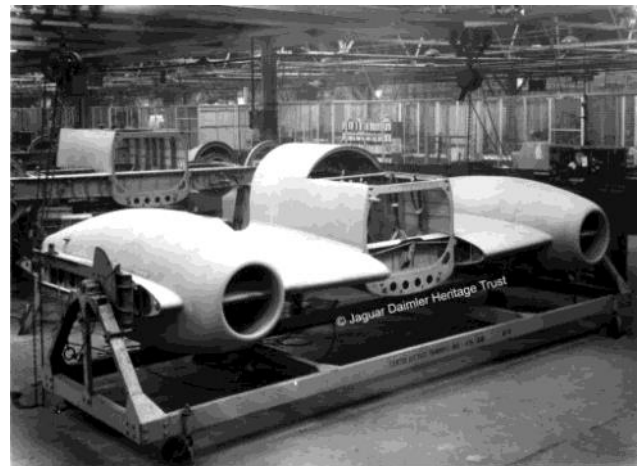
Speaking of Things Jaguar - July 2022 (continued)

Some of them were still there a year later. The engineering and production talent Lyons had assembled for development and production of the SS cars soon adapted to the AID standards. Over the five long years of the war, SS Cars not only made repairs to the Armstrong Whitley bombers, but soon was managing the flight testing at the nearby Tachbrook aerodrome. Eventually SS Cars added additional contracts to make parts for the Spitfire, Lancaster, and Mosquito aircraft.



Coventry, in the British industrial heartland, was consistently targeted by the German bombers leaving heavy damage and numerous casualties. In order to sustain production in the wake of the heavy bombing, a number of the aircraft manufacturers began to disperse some of their operations. Lyons was approached to build parts for the Armstrong Siddeley Cheetah engine. With some help from the General Manager at Armstrong Siddeley, Lyons was able to obtain the necessary equipment to set up a machine shop in an abandoned shoe factory away from Coventry near Leicester. Having a full scale machine shop not only helped SS Cars obtain more war time contracts, but was to form the core

of the company's machining capability going forward. This acquisition was the first in a series of corporate moves that, while directed toward support of the war effort, would significantly improve SS Cars position for resumption of automotive operations after the war. After considerable pleading in the early years of the war, Lyons was finally able to convince the Air Ministry to provide bridging financing for the substantial plant construction that was completed in anticipation of the Manchester bomber contract that never materialized. In late 1942 another opportunity for future positioning presented itself in the form of an offer from John Black of Standard Motors. Lyons knew and deeply distrusted Black. However it was an offer that definitely required consideration. Black offered to sell SS Cars the engine plant that, before the war, produced the 2½ and 3½ liter engines for the SS Jaguars. The plant was valued at over £16,000, but was offered at £10,000 with payment deferred until after the war. Lyons negotiated the figure down to £6,000 with agreement to pay its entirety within 12 months. He arranged for immediate move of the equipment due to his mistrust of Black. That mistrust was justified by a last minute attempt by Black to revert to the old arrangement or create a joint venture. Lyon's response was clear and simple: "No, thank you John, I have now got the ball, and I would rather kick it myself." Lyons and Black would cross paths and be at cross purposes several more times as the war dragged on. During the latter part of the war, Lyons successfully negotiated a contract to build fuselages for the new Meteor jet aircraft.



This was the result of Standard not being able to fulfill their contract with the Gloster Aircraft Com-

Speaking of Things Jaguar - July 2022 (continued)

pany. The tooling equipment for the contract was supposed to be transferred immediately from Standard to SS Cars, but Black caused considerable delay trying to salvage the work. At the May 1944 AGM Lyons was able to report that, due to retooling and plant construction to support the war effort, the company's production capacity was nearly twice what it had been in 1939. In mid 1944 discussions began, behind closed doors, regarding a post-war line of cars. Now with an engine manufacturing capability, foremost on Lyons mind was to develop a new modern engine to replace the antiquated Standard.

The engine design that would reshape SS Cars future was conceived on fire watch over the course of the waning months of the war. Fire from incendiary bombs was a considerable threat to manufacturing facilities so a twenty-four hour fire watch was required at all plants. Lyons arranged for the Sunday night watch team to include himself and his three top engineers; Bill Heynes, Walter Hasson, and Claude Baily. Bill Heynes was SS Cars Chief Engineer, having been hired in 1935 to build up a world class engineering team. Walter Hasson was hired just before the war as Chief Experimental Engineer. Claude Bailey was an engine designer who had been lured from Morris in 1940. During the Sunday night fire watches Lyons shared his desire and initial requirements for a new engine. He wanted an engine with a racing design like the Sunbeams and Peugeots with their overhead cam cylinder heads. Not only did he feel, most likely influenced by Harry Westlake who designed the SS Cars high performance head for the Standard engine, the overhead cam design offered better power and efficiency, and gave an impressive appearance under the bonnet. While Hasson and Bailey were unsure of the overhead cam design with reliability concerns, Heynes was truly convinced it was the right design. Both 4 cylinder and six cylinder configurations were considered. In fact several 4 cylinder versions were built. One of which was used in an MG land speed record car to set a record for a 2 liter engine powered car at 176 mph. Lyon's vision was for the new overhead cam engine to be the heart of a 100 mph saloon. Not only should the engine be powerful enough to propel the saloon to 100 mph, but it should also be smooth for a luxury feel and visually appealing. Initial development was on a four cylinder engine block with two different cylinder head designs for comparison. Working prototypes were tested in late 1943. The

design designations consisted of two letters; X for experimental and the second letter was the design sequence. Engine XF used the Standard 1.8 liter block and an in-block cam with crossover pushrods. The pushrod arrangement was found to be too noisy to be considered for a luxury saloon. The next variation was known as XG. It used the same block with a dual overhead cam cylinder head. The XG was selected for further development.

In late 1944 John Black made one last attempt to partner with Lyons. This time he wanted Lyons to enter into a joint venture to acquire the, now bankrupt, Triumph Car Company. Ironically Lyons had taken a look at the failing Triumph Car Company's books back in 1939 and determined such an acquisition would most likely sink his own company. Black's reaction to once again having an offer rejected by Lyons was to suggest he would buy Triumph on his own and go into competition with SS Cars. He further suggested that he could not see SS Cars surviving it. Black bought Triumph; SS Cars survived it.

In early 1945 it was clear the war would be ending soon and Britain began to consider how to rebuild a post-war economy. War time rationing of materials would continue for some time, especially steel. Desperate for foreign currency, Britain was to adopt an "export or die" policy. Lyons was quite dismayed to find out that SS Cars was not viewed by the British government as an exporter and therefore would not qualify to receive any of the limited quantities of steel that would be available. As always, Lyons responded with immediacy and a comprehensive plan. He prepared a very detailed brochure outlining his post-war plan for his "international" company. He personally delivered the brochure to Sir George Turner, Permanent Secretary to the Ministry of Supply. While emphasizing the key points to the plan he also pointed out that his request was rather small compared to that of Ford, Austin or Morris. Two weeks later he received a letter from the ministry indicating he would receive all of the steel allotment he had requested.

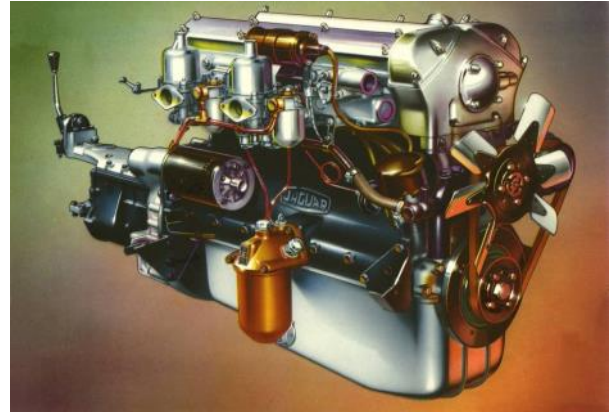
With the war soon ending, the decision was made to change the name of SS Cars Ltd as the name SS was too closely associated with the ruthless and brutal Nazi SS troops, or as Lyons called them..."a sector of the community not highly regarded." On April 8th, 1945 Lyons company officially adopted

Speaking of Things Jaguar - July 2022 (continued)

the name Jaguar Cars Ltd. Lyons had successfully incorporated the name back in 1937 to preserve the Jaguar name on SS cars. Peace was declared and VE Day was celebrated one month later on May 9th, 1945 and in December the sale of the Swallow Side Car Company to the Helliwell Group, who had produced windscreens for Swallow side cars, was completed. As Jaguar Cars Ltd entered 1946 with a devastated economy, William Lyons was about to fulfill his long held dream of producing high powered luxury automobiles of his own design and construction.



The four cylinder overhead cam engine continued development on the test bed through XK versions. However it was determined that a four cylinder engine was never going to provide sufficient power required for the new Mark VII saloon to be a 100 mph car. A 3.2 liter six cylinder version with dual overhead cams was first run on the test bed on the 15th of September 1947. It produced 142 bhp at 5000 rpm which was no more powerful than the Standard 3.5 liter pushrod six already in use. It was however smoother running which warranted further development. Maintaining the same cylinder bore; the stroke was lengthened by 106mm bringing the displacement up to 3.442 liters. Run on the test bed this engine now produced 160 bhp at 5000 rpm. Jaguar now had the smooth running, high performance engine they needed to power the Mark VII to 100 mph. It was called the XK Six and looked like a work of art with its polished aluminum cam covers and dual SU carburetors.



Lyons and Jaguar now had the engine that would propel them forward into the fifties, but they still needed the car to put it in and a market to sell it. Lyons had done a masterful job of convincing the Supply Ministry that he was an international company, but he now had to live up to those expectations. With most of Europe in the same situation economically as Great Britain, the first logical target was the western shores of the Atlantic; North America. That required the establishment of multiple distributorships given the size of the continent. SS Cars, now Jaguar Cars, had very limited export experience. In 1939, the last year of sales before the war, of the 5,454 cars sold, only 226 were exported. They would be starting almost from scratch. The original thought was to utilize Rolls Royce which already had a presence in North America, but that was abandoned with an eye toward a more Jaguar exclusive approach. Through some previously established contacts within Studebaker, letters of introduction were sent to a number of prospects, including Max Hoffman in New York City. Max was said to have a posh showroom on Park Ave. in Manhattan and to be a very good salesman. In Mid-March of 1948 Lyons sailed to North America for a five week tour to establish distributorships. Arriving in New York he first met with Hoffman. He was less than impressed. The “posh showroom” was a shambles which cast a pall of skepticism on Max’s integrity. Lyons was assured by Hoffman that the showroom was just undergoing some renovations that would be completed before he returned to New York for his departure home. From New York Lyons flew to Los Angeles. He found the flight “interesting” and was most impressed by the vast expanse of lights that were Los Angeles from the air. After dismissing an opportunity with a Packard dealer as unacceptable, he was introduced to Charles Hornburg. Hornburg

Speaking of Things Jaguar - July 2022 (continued)

had literally no experience in dealing cars. He had been in sales for Life magazine, but quite impressed Lyons with his personality and eagerness. He was granted the franchise for a fairly large part of the western US on a purely commission basis. It is unclear whether his introduction of Lyons to Clark Gable had any influence on his decision. Hornburg had arranged an exclusive showing of the existing Jaguar line to Mr. Gable, who already owned a number of interesting cars including an MG-TC. Gable was impressed enough to place an order on the spot for a Mark IV Drophead Coupe’.



Hornburg established a very successful showroom on Sunset Boulevard. During Lyon’s swing through the western states, dealerships and distributorships were established in Santa Barbara, Seattle and Dallas as well as one with Kjell Kvale in San Francisco. Before returning to New York, Lyons stopped in Canada and also visited both the Chrysler and Studebaker assembly plants to study their methods. Upon his return to New York he was astounded to find that Max Hoffman’s posh Park Ave. showroom was magnificently completed.



Lyon’s found his trip to America “an eye opener.” He wrote later “The Americans are remarkable, the way they seem to work in a haphazard fashion yet one sees an old sky scraper being demolished and

only a few weeks later a new one is half completed in its place.”

Despite the poor economic position of most of Europe, distributorships were also quickly established in some countries. Faced with the same “export or die” policies as Great Britain, some countries like France and Denmark banned motorcar imports for a period and Belgium banned the import of any car priced over £500. To get around that barrier, Lyons enlisted the aid of the notorious Joska Bourgeois to establish a local Belgian assembly plant in partnership with Vanden Plas.

Back home the focus was on readying the new “100 Mile Per Hour Saloon” and things were not going well. Having sold off Motor Panels to save the company during the war, Jaguar was now reliant upon contracted body suppliers. Pressed Steel of Oxford was contracted to deliver completed bodies ready for painting and fitment. The new, low slung, model was to be the initial delivery. However tooling up for the new model was not only costly, but difficult in the current economic climate. Well into 1948 with delivery dates being continually pushed back, the decision was made to put the all new saloon on hold and utilize the new chassis with it independent front suspension to launch an interim model with the Standard engine. It was designated the Mark V.



Lions still wanted to showcase his new XK six engine at the upcoming London Motor Show in October. Perhaps in a sports car?

Bill Heynes and Walter Hasson were tasked with creating a low volume two-seater sports model to showcase the new XK six engine and have it ready

Speaking of Things Jaguar - July 2022 (continued)

for the October show. The pair were quite enthusiastic and worked tirelessly on the project. Interestingly, much of the enthusiasm was based upon an opportunity to work the bugs out of the new engine in a low volume sports car since sports car owners would be more tolerant of flaws. (That pretty much sums up British sports car ownership experience.....) A shortened Mk V chassis was covered by one of the most beautiful flowing body designs ever created. The design was solely Lyons creation. He based it upon the all enveloping body style the Italian coachbuilders had been refining for years. It is claimed that he completed the basic shape in just two weeks. The approach was the same one he had used with Cyril Holland back before the war. Unfortunately Holland had left the company shortly before the war ended and with the sale of Motor Panels there were very few sheet metal men left at Jaguar. Abbey Panel and Sheet Metal was contracted to develop and build the body of the new sports car. Lyons used his own men for the prototype work, but had them work as a team with Abbey's men to do the final shaping. Lyons would dictate a basic shape for a panel and a sheet of aluminum would be rolled to the loose specification. Lyons would return and suggest minor, sometimes fractional changes and incrementally the lovely shape would emerge. The beautiful body was complete save the radiator grill. Several choices were presented based upon an indication from Lyons that he had been quite taken by the bold oval grills of the Alfa Romeos he had seen on a trip to Italy. Multiple variations of the oval shape and the number and thickness of the vertical bars were held in place before the panel men heard "That's the one!". Jaguar history has shown that he was quite right; that was the one.

The prototype XK120, so named for the new XK engine and the projected top speed of 120 mph, was first shown at a press preview at the Grosvenor hotel on October 20th 1948. A week later it was on stand 146 of the London Motor Show at Earl's Court.



This was the first British motor show since 1938, although there were some suggestions to revive the show in both 1946 and 1947. Jaguar was one of the manufacturers that were against reviving the show in those years arguing that they had nothing new to offer. Jaguar certainly had something new to offer in 1948. Over 90,000 people visited the show on the first day alone, including many Jaguar workers who arrived by coach and special train to view "their cars." The bronze painted Jaguar XK120 "Super Sports Car" was by all accounts the overwhelming hit of the show.



It was the sports car of the future for both Jaguar and the world. The overwhelming interest in the XK120 was actually quite a shock to Lyons. The XK120 was originally planned as a limited production (200) vehicle to showcase the new engine while awaiting the forthcoming Mark VII saloon. Seizing the moment, Lyons, during the run of the show, negotiated a contract with the Pressed Steel Company to produce steel bodies for a full scale production run. Charles Hornburg, now one of the west coast US distributors, was in attendance and offered to take the entire first year production run.

In February of 1949, the XK120 was displayed at the International Automobile Exposition at the Armory in New York City. The show was exclusively for imported cars; the first of its kind. Thanks to the showmanship of Max Hoffman, Jaguar had the biggest stand and the XK120 was the star attraction. Orders began to flow beyond Lyons wildest expectation. The Jaguar XK120 was about to become THE car for the rich and famous with a sporting ilk. Clark Gable, who Lyons had met on his trip to California, reportedly walked into Hornburg's Hollywood showroom and insisted he be sold the very first XK120 imported to the United States. It would be one of three Gable would ultimately own.

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The XK120 was clearly in a class with the great sports cars of the day, many of whom had great racing heritage to their credit and high prices. Lyons priced the XK120 at £998, well below the more exclusive competition and just shy of the £1000 threshold for higher taxation in the home market. Most of the early production, which didn't commence until late 1949, was earmarked for export. No longer would Lyons be concerned about getting his steel allotment based upon quantity of exports.

“Would the new Jaguar XK120 really go 120 miles per hour as the name indicated?” was probably a question on the minds of more than a few skeptics, particularly in the motoring press. On May 30th 1949 Lyons chartered a Douglas DC3 and flew a group of motoring journalists to Belgium to prove the XK120's claim of 120 mph top speed. Near the town of Jabbeke, Belgium on the Brussels-Ostend highway there was a nearly eight mile stretch of straight road that could safely accommodate top speed and measured kilometer speed record attempts. Because of a strong relationship between the Royal Auto Club (RAC) and its Belgium counterpart, arrangements were easily made to close the highway to traffic in one direction for such tests. The second XK120 built, HKV500, with left hand drive was driven to Jabbeke to await the arrival of the journalists.



The RAC acted as official timekeepers. The scene was set. Unfortunately the scheduled driver, Walter Hasson, fell ill and had to be replaced at the last minute. Jaguar's chief test driver at the time, Ron “Soapy” Sutton took his place. Sutton piloted the cream colored XK120 with the full windscreen and hood (top) in place to a two way flying mile average speed of 126.448 mph. The fastest one-way run was 127.098 mph. The car used standard Dunlop tires, Shell pump fuel, Shell motor oil and Lodge spark plugs the same as any XK120 that would soon roll off of the production line. There were however a couple of slight alterations such as a slightly lower top gear ratio and some undercarriage streamlining. After the record had been established for the car in stock form, the windscreen was removed and replaced with “Brooklands screen”, or small wind deflector, and a tonneau cover was snapped over the passenger seat. The next run firmly established the Jaguar XK120 as the world's fastest production car at an average for the flying kilometer of 132.596 mph. The fastest one way run was 133.388 mph. Sutton offered an encore for the journalists by driving past them at 10 mph in top gear to demonstrate the amazing low end torque of the XK engine. Lyons had the journalists flown home that same day so that the results of the test could be reported in their morning editions.

With the “120” in the XK120 firmly proven and bragging rights for the “World's Fastest Production Car” established, it was understandably assumed that the XK120 would make a great race car. Racing requires a bit more than just a flying mile top speed; the proof of performance is in besting the competition. Initially Lyons was less

Speaking of Things Jaguar - July 2022 (continued)

than interested in racing his cars. He preferred rallies. When the British Racing Drivers Club (BRDC) announced a production car race meeting at the Silverstone airfield circuit (the British Grand Prix is still held there) in August of 1949, Jaguar was invited. Lyons knew that as a no show, Jaguar's performance credibility would be quite tarnished and that might influence sales. Lyons agreed to a test at Silverstone to be satisfied that his cars would not only be competitive, but could win! He turned up at the test and personally took one of the cars out with Ernest Rankin, Jaguar Publicity Manager, in the passenger seat and his sense of humor in hand. As they entered turn one Lyons shouted to Rankin "I've left my specs behind...tell me where the corners are!" Observers noted that Rankin looked a bit shattered as he stumbled out of the car. The test was quite successful with lap times equal or better than what the competition entered could post. Three XK120s were entered and finished first and second. Leslie Johnson piloted HKV500, the Jabbeke record breaking car, now converted to right hand drive, to take the victory. Thus the Jaguar XK120 won its very first competition outing. It would win many more in the next decade.

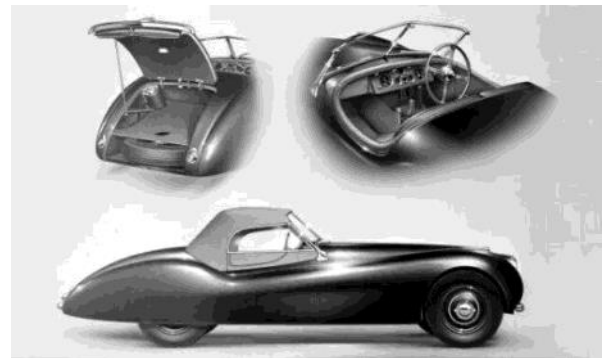


As expected, the well publicized victory was a bit of a two edged sword for Jaguar with increased demand that was impossible to meet. In the US Max Hoffman was flooded with orders for which he could give no delivery date. Through 1949 the build rate for the original aluminum bodied

XK120s was only six per week, on a good week. Production of the steel bodied cars would not come on line until the spring of 1950. While demand was a good thing to have, not being able to meet it meant no revenue.

At the November 1949 AGM, Lyons had to report a 52% drop in profits with a 250% increase in tooling expenses. On top of that, the launch of the Mark VII, the car for which the XK engine was designed, was now nearly a year away.

Always a man of vision, William Lyons, as shown over the 28 years leading up to the fifties, was quite adept at flexing his vision as required when either adversity or opportunity presented itself. When the modern saloon to be powered by his masterpiece XK engine became hopelessly delayed, he saw a way to bridge the delay gap with a small volume sports car. Little did he know at the time, that decision would create one of the most iconic and beautiful sports cars ever produced and firmly establish Jaguar in the hearts of sports car enthusiasts forever.



Next Month, the Fifties and Jaguar Takes on the World

Enjoy Your Jaguar!

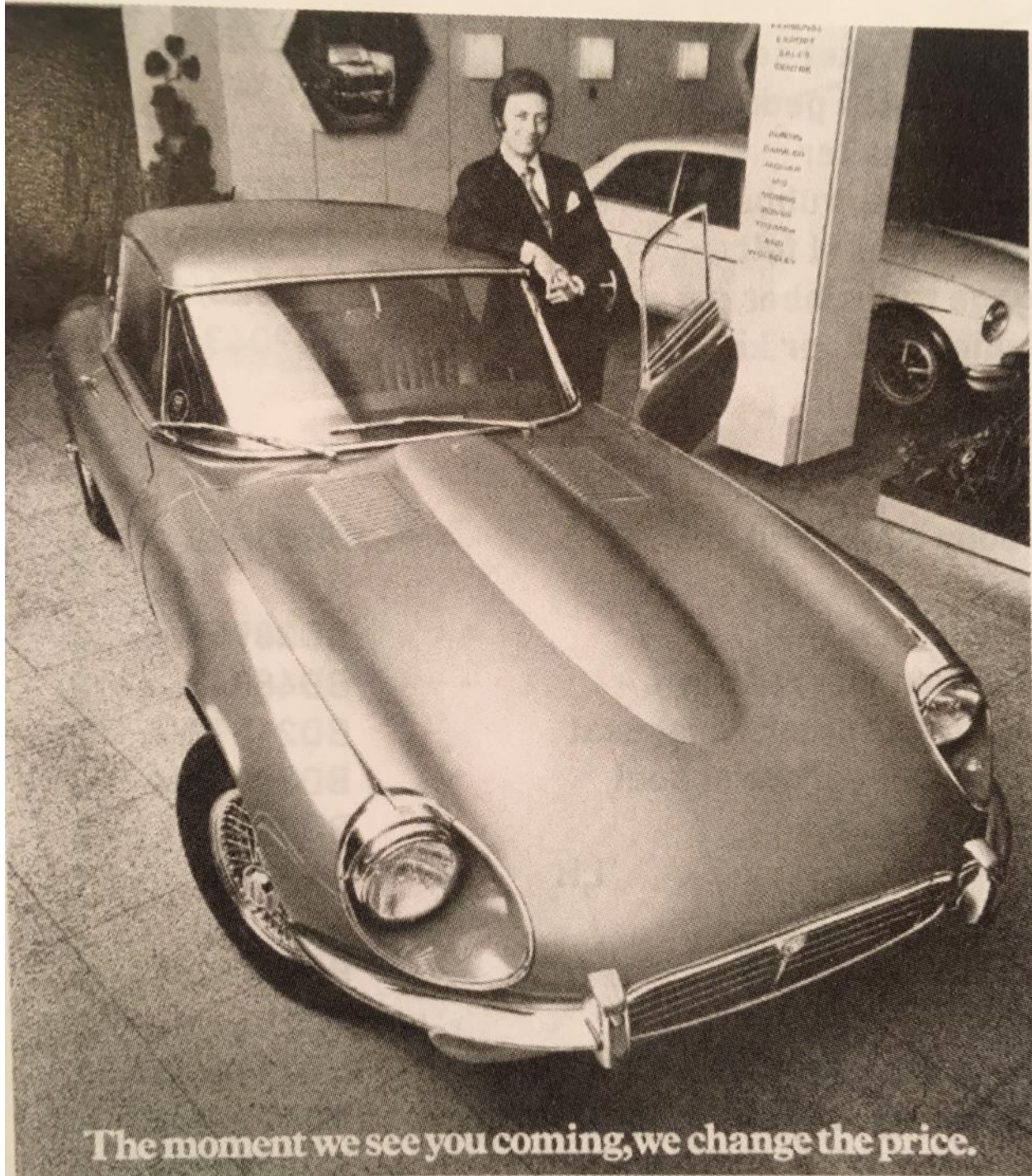
Paul T

Nostalgic Ad

Provided by "E" Alan Karpovitch

dashfield rubber kit

BD20434/1 1



The moment we see you coming, we change the price.

-TYPE S2 FHC

Recognizing 1964 E-Type Changes

By: "E" Alan Karpovitch

For the April 2022 edition of the Jaguar's Purr, I wrote an article about recognizing 1961 E-Type changes that happened in that specific year. May continued with 1962 changes, and June had the 1963 changes. Here we are in July, with the 1964 easily recognizable changes. The first half of 1964 had minimal significant changes, but in mid-August 1964, very significant changes happened, and will all be recapped next month in the 1965 article---that will start the series 1 (4.2) liter cars. But back to this month, let's discuss the 1964 model year. Note the first 5 are changes on the series 1 3.8, while the last 2 changes highlighted are pulled forward from the start of the 4.2 (I invoke author's privilege).

1) Starting 18 December 1963 (after completing 12,680 cars), two grayish rubber brake reservoir caps were added to the tops of the brake reservoirs to protect the electrical float connections for the brake level indicators. Starting:
LHD chassis- 880760(OTS)//889697(FHC);
RHD chassis- 850807(OTS)//861427(FHC).

2) Starting 4 March 1964 (after completing 13,901 cars), Pozidriv screws and Phillips screws are used on the chrome headlamp covers, replacing the single slotted flat blade screws. See Addendum 1 below if you care/dare to learn more about screw design then 99.9 % of the world's population cares to know about screws. Starting:
LHD chassis- 881261(OTS)//890251(FHC);
RHD chassis- 850843(OTS)//861557(FHC).

3) Starting June 1964 (after completing approximately 15,000 cars), two engine lifting brackets were added to the head to assist in engine removal, although many mechanics and restorers prefer to lift the body up, hence lowering the engine. That method requires all bolt-ons (alternator/carburetor manifold/exhaust manifold) to be removed but might be easier on the paint. I have not removed my block either way. I just read about it! Starting:
Engine number RA7324-9

4) Starting 17 June 1964 (after completing 15,048 cars), the finely knurled chrome plated fuel filler cap was changed to a cast alloy 8 fluted

cap. (Beware, for concours judging, we do not open the fuel filler lid!!). Starting:
LHD chassis- 881706(OTS)//890722(FHC);
RHD chassis- 850908(OTS)//861723(FHC).

5) Starting 1 August 1964 (after completing 7,791 OTS cars), the hood (convertible top) cover was changed from three (really five) fastening straps to two, along with lift-the-dot fasteners. Starting:
LHD chassis- 881865(OTS);
RHD chassis- 850935(OTS).

6) Starting 12 August 1964 (after completing all 15,493 Series 1(3.8) cars), the sole exterior change for the new car model was adding "4.2" and "E-TYPE" on the boot lid. Previously it just said "JAGUAR". Ending:
LHD chassis- 881886(OTS)//890872(FHC);
RHD chassis- 850943(OTS)//861799(FHC).

7) Starting 12 August 1964 (after completing all 15,493 Series 1(3.8) cars), the seats were restyled for the better. There were two types of seats on the 3.8 cars- ones with small radius of curvature at the top used on roadsters, and the FHC got the larger radius of curvature. The old seats did not tilt forward, and the rake was not adjustable. The newly better-styled 4.2 seats did tilt forward, along with a 2 position rake adjustment, and these new seats were pleated and used in all body styles. On the OTS it was necessary to tilt the seats forward (or pulled forward 4 notches) to raise and lower the hood without interference. Old style seats ended:
LHD chassis- 881886(OTS)//890872(FHC);
RHD chassis- 850943(OTS)//861799(FHC).

Before we leave the Series 1 3.8, I thought it might be fun to review paint options (or colours, as the Brits like to say). There were at least 19 colour choices offered (OK, that's the last time I will say/spell it wrong). Opalescent (op) is the British way of saying metallic. DB=Dark Blue. LB=Light Blue. Remembering there were 15,493 Series 1 3.8 cars produced, here are the paint color options listed by most popular, to least chosen, along with interior color options: (and who knew cream was by far the most popular color?)

Recognizing 1964 E-Type Changes (cont'd.)

EXT COLOR	QUANTITY	INTERIOR
Cream	2730	Blk, DB, LB, Red, Beige
Carmen Red	1950	Black, Red, Beige
op silver blue	1673	Black, Red, DB, LB, Grey
op silver grey	1526	Black, Red, DB, LB
op gunmetal	1269	Black, Red, Beige, DB, Beige
Black	1236	Black, Red, Beige
op dark green	1100	Blk, Beige, Suede Grn, Tan, Bisc
op dark blue	1041	DB, LB, Red, Beige, Grey
op golden sand	944	Blk, Red, Beige, Lt Tan, Tan
op maroon	653	Black, Maroon, Beige
op bronze	528	Blk, Red, Beige, Tan, Biscuit
Pearl grey	246	Blk, Red, Maroon, DB, LB
Primrose yellow	169	Black
Cotsworth blue	139	DB, LB, Red, Grey
Sherwood green	99	Beige, Suede Green, Tan
Mist grey	60	DB, Red
Birt rac green	42	Beige, Suede Green, T an
Indigo/ Lt blue	24	DB, LB, Red
Imperial maroon	21	Maroon, Beige

That accounts for 15,450, out of 15,493 Series 1 3.8 cars. What about the other 43, you may ask? They were special order and trial colors, all very limited in numbers. These included Dusty Orange, Mushroom, Claret, Cornish Grey, Ocean Green, and White (who knew white was not an official color?)

Next month---introduction of the 4.2, and new gearbox, and the sole change to the exterior, the boot label. (Like we didn't know it was an E-Type!!)

REF 1- One of my favorite reference books is "Factory-Original Jaguar E-TYPE". It was written by Anders Ditlev Clausager, who was the archivist for BL Heritage and the Jaguar Daimler Heritage Trust from 1979-2012. His reference is more complete with respect to color combinations.

REF 2 - The JCNA website has the Judge's Guide for Series 1 posted. It references some changes and their respective chassis numbers.

REF 3 - My go to reference is XKEDATA.com. Approximately 30% of E-Type owners have their cars registered. Researcher beware, an owner sometimes types in the wrong data, or could post a recent (modified) photo of his car that is not original.

REF 4 - Dr. Thomas Haddock has 2 excellent books. "Jaguar E-Type Restoration Guide", and "Jaguar E-Type Originality Guide", which documents many changes with pictures.

REF 5 - Philip Porter has an excellent book, "Jaguar E-Type, the Definitive History".

Happy motoring!!!

Recognizing 1964 E-Type Changes (cont'd.)

For the purposes of the production numbers in the tables below, a model year was produced until December, and the next model year started 1 January. The exception is 1964, where I stopped counting at the end of the series 1 3.8 in August when the changeover happened. It should be noted a car assembled in the fall and then delivered in the next year might/might not be registered as a newer model year, depending on the country and dealer, and even the owner's preference.

(Nobody wants to buy last year's model, at full price). Also of note are the plus seven chassis numbers in table one below allocated in 1963, but not built. Jaguar Heritage decided in 2015 to actually use these serial numbers to recreate (build) six new lightweights (Chassis S850670-S850675). Although these cars were authentic to every possible detail to 1963 standards, the prices were surely 21st century inflated currency.

TABLE 1: Total production of Series 1 3.8 Liter E-TYPES, by total chassis numbers.

YEAR	TOTAL	OTS LHD	OTS RHD	FHC LHD	FHC RHD
1961	2333	1470	327	398	138
1962	6259	2392	318	2636	913
1963	4204	1945	155(+7)	1716	388
1964 (thru Aug)	2697	1079	136	1122	360
TOTAL	15493	6886	936 (+7)	5872	1799

KEY

(+numbers)- indicates additional chassis numbers allocated, but not produced.

TABLE 2: CHASSIS NUMBERS ALLOCATED

YEAR	CHASSIS #	OTS LHD	OTS RHD	FHC LHD	FHC RHD
1961	1 st Chassis	875001	850001	885001	860001
	Last Chassis	876470	850327	885398	860138
1962	1 st Chassis	876471	850328	885399	860139
	Last Chassis	878862	850645	888034	861051
1963	1 st Chassis	878863	850646	888035	861052
	Last Chassis	880807	850807	889750	861439
1964	1 st Chassis	880808	850808	889751	861440
(10 August 1964)	Last Chassis	881886	850943	890872	861799

Recognizing 1964 E-Type Changes (cont'd.)

Addendum One - I will use the term “bit” to refer to the screwdriver. The 4 slot (later to be called Phillips) screw was invented in 1932 and patented by John Thompson. He sold the patent in 1935 to Henry Phillips, who had already started the Phillip Screw Company making flat blade screws. The advantage of a Phillips screw over the flat blade screw is that it is self-centering. This is desired for assembly line work. Also since the 4 blades of the bit and screw are slightly tapered, as more torque is applied, they tend to “cam out”(slip out, preventing over torquing, and will not break the screw). But what if you need more torque? Introducing the Pozidriv, whose blades are still self-centering, but parallel to the direction of screw travel, so they will not cam out. The British GNK Screws and Fasteners Company patented the Pozidriv design in 1963 after the Phillips patent on the standard Phillips screw ran out. Interestingly, Phillip's eventually bought that patent, as surely they wanted to keep their monopoly going. Jaguar starting using

Pozidriv screws, somewhat because GNK was a British company also supplying their bolts and nuts. A Pozidriv screw can be identified by the 4 slashes between the 4 arms of the cross (see pictures). The bits can be identified either by their label, or their shape. Bits are labeled “PZ”, or “PSD”, then sizes 0-5. Phillips bits are labeled “PH”. It is best to use the correct bit in the correct screw, to prevent damage. What is the worst mismatch is a Pozidriv bit in a Phillips screw. By the way, five other type of screws are the Robertson (square bit), the TORX (6 pointed slot contact), the Allen (6 hex sided contact), Supadriv, and Japanese Industrial Standard (JIS). Supadrive is a combo Pozidriv/Phillips, with 2 slots like a Phillips, and 2 like a Pozidriv. These screws are identified with 2 slashes, vs 4. The JIS is an improved Phillips, in that the angles of the slots and the bits were engineered to perform better. They may/should have a single dot on the screw head.

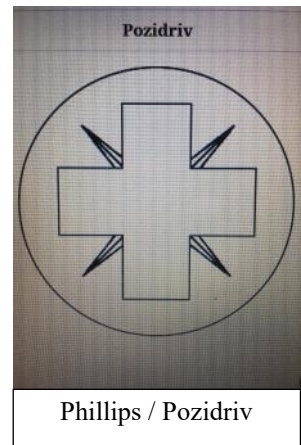
Recognizing 1964 E-Type Changes Photos



Rubber brake reservoir caps

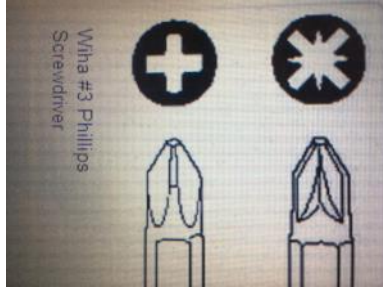


Headlamps screw changes

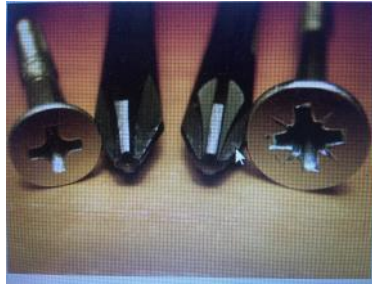


Phillips / Pozidriv

Recognizing 1964 E-Type Changes Photos



Phillips / Pozidriv



Phillips / Pozidriv



Engine lift brackets

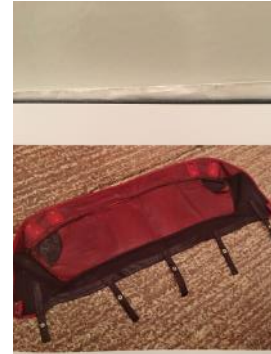


original type of fuel filler cap was chrome-plated, with this forty-h...

Knurled fuel filler car



Fluted fuel filler car



Early convertible top cover



Later convertible top cover



3.8 boot lid label



4.2 boot lid label



3.8 OTS seats



3.8 FHC seats



All 4.2 seats

CLASSIFIED

1976 XJ6 Saloon



1976 XJ6-L. Decent condition, complete. 2nd owner for 35+ years, parked in garage at home in PA, not running for 10 years, sitting...



Color Grey, body in good shape, interior OK
Was totally rebuilt mid 1980s from chassis up including sheet metal work on rocker panels, wheel wells, and floor. Quality sickens paint
Rebuilt 4.2 6 cyl with max. 30,000 miles on rebuilt engine
rebuilt rack & pinion steering
Classic Car Tag, not running, has not been used since 2011
Bring a trailer,



Spring Special - \$1,999 cash!!!



Please contact Harry M. 908/3913117
or DVJC, Mick vV. 609/9331560



Parts for Sale

Parts shown in the photos are for sale. Console covers, badges and door handle are \$20. All other parts are \$10.

Steve Schultheis 484-885-9259 or sas@autosPCA.com

Jaguar Items For Sale



E-Type Cookie Jar, one of a kind—\$250
Demo Production Jacket, large, one of a kind—\$495
Jaguar Phone, 1 in box \$150, 2 without box, \$125 each.
Scarf, mild staining, make an offer.



Other items available.

Contact: Alan Aptner
alfamail654@gmail.com
215-630-5904



CLASSIFIED

1976 Jaguar XJ6L



Classy Jaguar XJ6 L (Long wheel base - Limo Style)

Excellent condition

One owner since new from famous Arlen Spector- US senator from PA

Original white with red leather interior

Original factory chromes wheels with new mag style jag wheels available

Carbs just rebuilt

New gas tank and pump system

New tires | Low miles | Many service records

Own a famous collectable classic -one of a kind!

Interested? Please inquire with me for info.

Steve's cell: 484-885-9259



Seeking a Caring New Owner for our 1991 Jaguar XJS Classic Edition Coupe



5.2 liter HE V12, runs very well - a joy to drive. Recently replaced all tires. Current PA State Inspection. Garage kept. Color is burgundy (dark purple). Former owner managed a body shop and repainted the car. Aftermarket JVC Bluetooth stereo. Interior in good condition, with some wear to leather, and center console lid needs replacement. Approximately 129,000 miles on the clock. Maintained by excellent tech at Fitzgerald Tire and Auto in Glenside. Evaluated and restored at Jaguar Willow Grove, who provided a report. I will gather as much documentation as possible, including reference material.



Remaining Restoration:
Front speakers need replacement. Needs headliner. Backup lights need repair. Driving lights need repair. Center console lid needs repair or replacement. Needs some body work and paint repair.



We originally purchased the car several years ago for \$4000 and have done a lot of restoration, but clearly more is needed. Accepting fair offer. Our primary concern is that the new owner will truly appreciate and treasure the car. Are you such an enthusiast?

John Baxter
215-460-9128 voice/text/FaceTime
jwilliambaxter@me.com

CLASSIFIED

Beautiful 2001 Jaguar XK8 (British Racing Green)



California car originally, bought in January 2019 with 56,7XX miles on odometer and professionally shipped to east coast. Lovingly and lightly used and always garage kept. Now has 61,7XX miles on it. 3 year old tires (245/45ZR18 in front, 255/45ZR18 in back). No expense spared to address early generation XK8 issues: timing chain tensioners replaced, thermostat housing replaced, valve cover gasket and hoses replaced. Everything works on it (hydraulic top, 6 CD changer, radio, telescoping antenna, powered seats, 20+ year old GPS, etc). Despite back seat being present this is for all intents and purposes a two seater. Have purchased another classic (presently stored elsewhere) and now need the garage space. Contact for more pics, information or visit. Wilmington, DE. \$8,500.



Contact Greg Cain 302-290-5857 gregorycain@hotmail.com

NOS Parts for sale:



Set of NOS rotors (including original boxes) for 1996-2002 XJ8
Set of NOS brake pads (see photo for part number)

contact Joe Lorini at jlorini52@gmail.com
for price and availability



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To date, eighteen couples have signed up. Don't miss your opportunity.

Preliminary Schedule – Many More Details to Come!

Thursday September 15: Arrival and activities of your choosing.

Friday September 16: Morning Scenic Drive, afternoon Sailing with DVJC member Captain Mark Einstein on [Blue Crab Chesapeake Charters](#), Buffet dinner at the Rock Hall Yacht Club.

Saturday September 17:

- Car Show on grounds of [Rock Hall Yacht Club](#); special section for Jaguars.
- Crab Feast at on the deck at [Waterman's Crab House](#) with live music to follow.

Sunday September 18: Group Breakfast. Enjoy the day!

Accommodations: There are no large hotels in Rock Hall so no "headquarters" location has been chosen. Rooms are currently available at a wide variety of lodging choices and price points in and around Rock Hall recommended by our local members, Mark Einstein and Gary DiVito. Also check [bed & breakfast inns](#).

- [Mariners Motel](#) – 410-639-2291. Bay Views, five-minute walk to Waterman's Crab House. 12 rooms. Block of rooms reserved under Delaware Valley Jaguar Club. New owner remodeling this winter.
- [North Point Marina](#) – 410-639-2907. All rooms with water views.
- [Inn at Huntingfield Creek](#) – 667-222-5692. B&B and cottages; seven minutes to Waterman's Crab House. No rooms available Thursday 9/15; 12 available Friday and Saturday nights.
- The Duck Inn??
- [Red Roof Inn & Suites - Chestertown](#) – 410-810-0555, about twenty minutes to Rock Hall and Yacht Club.
- [Comfort Inn & Suites - Chestertown](#) – 410-778-0778, about twenty minutes from Rock Hall & Yacht Club.

Please [email](#) to indicate your interest. Website will open for registration within the next month or two.

Try the Delaware Valley Jaguar Club's online store to show off your DVJC membership.



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DVJC MERCHANDISE FOR SALE

DVJC merchandise is available for purchase online at the club website (delvaljaguarclub.com) or at most club events. All items include PA sales tax and, online purchases additionally include shipping charges. If you would like to order items for delivery at a club event, email Noe LaFramboise at jagnoe@att.net with your order details. You can also still order embroidered apparel at the DVJC online store.



Logo Hats \$15



Logo Grill Badge \$26.50



Logo Keychain \$10



Logo Lapel Pin \$3



Leaper Keychain \$5



Logo Patch \$2



NAME TAGS are free to all club members. If you would like to order a name tag(s), please email Noe LaFramboise jagnoe@att.net and send him the name(s) as you would like it to appear on each name tag.

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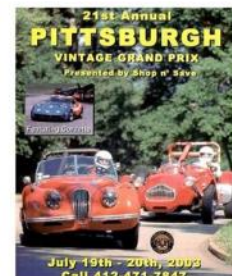
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The DVJC Library is now open!

Over the years, the club has accumulated a small number of books and technical materials that were available to the Chief Judge and others as reference materials. In an effort to help our membership gain access to information that may assist with the repair or restoration of Jaguar cars, we are offering the use of these materials to all members and co-members without charge. Members and co-members will be able to:

- Borrow books and materials currently available in the library.
- Reserve items that are currently on loan to other members.

Items may be borrowed for approximately four weeks and may be renewed.

- On the club website, under the drop down, “Members”, a link to photos of the available materials will be included. [Click here](#) to view the photos.
- Members can check availability by emailing library@delvaljaguarclub.com
- At any given time, patrons may borrow up to three books.
- Items may be borrowed or returned at the next club event.

Policy Statement

The DVJC library loan periods and limits have been established to provide members with adequate time to use library materials and to return them for use by others.

A reminder notice will be emailed to users 3 days before an item is due.

Members interested in extending the loan period can do so if there are no holds placed by other members. The extension request can be made by emailing library@delvaljaguarclub.com

The intention here is for the DVJC’s library to be easily accessible to all members.

The success of the library is dependent on the care and timely return of our books.

The library will operate on an honor system with no deposit required for items lent to members. The materials in the library range in value but more importantly, some of the items would be difficult to replace. We ask that the items be treated with care (no additional greasy fingerprints please!) but encourage all members to take advantage of the detailed and useful information that is available in the library.

As with all club activities, the library is supported by volunteers so we ask for your patience as we roll out what we believe is a valuable resource to you, our members.

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This is a story about the mix of Jaguar designs, the mix of purposes, and the mix of parts in my Jaguar collection. Since throughout the years I have owned only one Jaguar at a time, this collection coalesced into an XJ6C named CARMA.

Bonded to Older Models

I bought my first XJC as a compromise. What I really wanted, I thought 30 years ago after I sold my 420 sedan, was the XKE 2+2 model: Jaguar? Of course; Sport model? Check, evoking my long-ago bonding with my XK120; fixed top for long-distance, all-weather cruising? Check; Luggage space? Check, well, maybe just enough. However, the arc of the E-type prices continued over the years to exceed the trajectory of my paychecks.

I went back to shopping the more affordable sedans. Given the glacial pace of my adjustments to Jaguar design changes, I was at first shocked when the chopped off rear of the XJ's profile appeared. Where were those graceful, flowing lines of my past favorites 3.8S and the 420? Could I embrace the more modern features of the XJ while accepting the loss of what I felt was the *Grace* of the more classical Jaguar lines? After all, it had taken me about 20 years to let the E-Type share my design pedestal with the XK120. And the XJS? Nice interior features, but for me, way too much Ford Thunderbird out of the Coventry design shop.

Discovering the XJ Coupe

My stuffy judgment of the XJ's profile softened considerably after I spied an XJC in the neighborhood, then noticed more of the coupes, then began to seek them out in For Sale listings, then swiveling my head while driving past yards and long driveways and peeking at partially open garage doors. You recognize the signs; I was hooked. I told myself a story that the flow of the rear fenders resembled the set of the E-type's haunches. The distinctive two-door hardtop styling I saw as an expansion of the 2+2 model's window and door lines. The low, wide stance suggested "sports car" compared to the earlier sedans' more vertical presentation. The instrument panel cloned the slightly smaller version of the E-type's interior. I believe you can see from certain angles, such a familial design linkage between, for example, the XK150 coupe and its contemporaneous cousin, the Mark 2 sedan.

In 1989 I found my first XJ6C. With quickening affection, I formulated the vanity plate "CARMA" before I had even made the purchase. It was in reasonable "driver" condition, and the price was reasonably within reach, but perhaps too reasonable, for we all know that the purchase price is just a down payment. In my 10 years of ownership, I added 60,000 miles to the car in delightful cruises as far away as New Orleans and the Grand Canyon. Those miles were earned through indentured servitude to that CARMA in what I came to know as the "Jaguar Superior" position: hands full of sockets and wrenches, head full of advice from technical manuals and generous consultants, and knuckles and arms scratched with nips from the sometimes-cranky coupe.

As a portent of future projects, I purchased a 1965 Mark X parts car. I lusted over its rare 4-speed with overdrive transmission and its SU tri-carb induction system. I also scored a pair of *must-have* Series 1 E-type hood louvers from internet shopping. Couldn't those Jaguar parts be melded into my Jaguar collection? I did install the 4-speed/OD trans, but I realized that this CARMA would never wear the SU tri-carbs or the louvers. The engine needed overhaul, the interior needed fresh leather and some frame rust lurked behind the door sills. I said "Good-bye" to the first CARMA after our dedicated decade.

The Jaguar collection expands

"There's always another deal," I consoled myself. I have filled various un-Jaguared years with Volvos (my go-to mules) or with the Rover 2000 sport sedan infatuation, but I always considered such conditions temporary. The next Jaguar moment arrived at the turn of the millennium at the Rockville (MD) Antique and Classic show. Among the 400 to 500 cars at the event, I spied a clean XJ6C fitted with a sunroof, 4-speed GM automatic trans, and working A/C system. Definitely a serious driver's car. I sought out the owner the following week and arranged an inspection visit. I knew I had found my next CARMA, but had to play out my charade of faux complaints over nitpicks and weak negotiations over price. The owner obliged with supposed nonchalance and a few gratuitous concessions. We struck a deal, and the CARMA moniker was back.

For the first five years of driving, CARMA ful-

My Jaguar Collection (continued)

filled the role of an enjoyable east coast cruiser and occasional commuter. The car had been reasonably well-maintained, so it required only routine maintenance. However, as the odometer crept over 145,000 miles the need for an engine overhaul became hard to ignore. In the two coupes combined, I had by then compiled about 80,000 miles of “stock” driving, so I embraced the opportunity to expand my Jaguar collection with the addition of a sports car in coupe’s clothing.

Each of the modifications to CARMA, stretching over 15 years, could provide its own story: the

details of the engine rebuild; fitting the SU tri-carbs; the retired Navy welder’s talents in forming the engine bay cross-brace, the cold air induction, the dual cooling fan mounting box, and the under-engine skid plate; the several trials of fitting the front and rear anti-sway bars; the stages of tire and wheel modifications; the interior and body trim details; the Tremec 5-speed implant; and other miscellaneous enhancements. Those stories lie outside the purpose of this article, and are best left to sessions of complimenting, complaining, bragging and beer, no reservations required. I have summarized in the accompanying table these acquisitions to my Jaguar collection.

CARMA – The Feral Cat

Design Intent -- Retain the beauty of the XJC design;
blend in desirable features of other Jaguar models;
enhance performance.

Applications – Street-prepared/Heavy (SP/H) category slalom racer; GranTurismo cruiser.

Total miles on vehicle = 230,000.

YEAR of PART:	PARTS MODIFIED:
Series 1 XKE	Hood louvers
Series 1 XKE	Limited-slip differential; 3.54:1 gear ratio
1965 Mark X	SU HD8 triple carburetors
1975 XJ12C	Rear seats, wide pleat
1977 Jaguar	BASE UNIT XJ6C
Series III XJ6	Cooling system; electric mirrors; 3-point rear seat belts; 7” headlights
1989 XJS	Anti-roll bars modified to 1” front, 7/8th”rear; Recaro-style front seats; XF Steering rack; Window bolster wood trim
1995 XJR rims	Sport wheels: Tires 235-45-17 front; 245/45/17 rear
2015 Tremec T5 Transmission	Mustang Cobra 5-speed model
<u>After-market Applications</u>	
Dual electric cooling fans	Cold air induction pipe (modeled after XKC)
XKE-style separate exhaust pipes	Cruise control
Engine bay cross-brace	Sun roof; slide/tilt
Under-engine skid pad	Nardi steering wheel

My Jaguar Collection (continued)

My purpose here is to convey the sense of having two Jaguars in one, based largely on a collection of cars and parts representing some 40 years of Jaguar production. If some parts from other Jaguar models appealed to me, I blended them into CARMA, trying to maintain a coherent “Jaguar-ness” that Coventry could have produced had it wished to do so. (I’ve heard comments, “Oh, I didn’t know Jaguar had an ignition wire loom like that; is that factory?” Or, “I didn’t know those louvers were a factory option?”).

When I drive CARMA to another JCNA club for a slalom, maybe 400 miles from home, I have the pleasure of enjoying three events: a show car that

garners “Nice Car” and smiling nods on the street; an afternoon’s cruise at an easy 2,750 RPM (80 mph) with cruise control and air conditioning with the space of a Gran Turismo cruiser; and, a session at the slalom track where CARMA has turned in its best-time faster than that of the stock E-type models and all but the fastest of the late-model Jaguars. And, it only takes up a single parking spot, but who’s counting?

Editor’s note: John is the president of the Nation’s Capital Jaguar Owner’s Club and an associate member of DVJC. He routinely participates in the DVJC slalom.



DVJC Calendar Car for July 2022



Banking



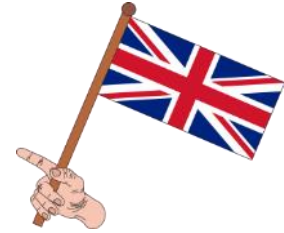
Leader or slow poke at Lime Rock



South Dakota cruising



DVJC Wants You!



Actually, we want your stories. As part of the club's ongoing efforts to engage, inform and at times, entertain its membership, we are interested in learning more about you and your passion for cars. For those of you who have belonged to this or other clubs, you may have come to realize that the cars bring people together but it's the interaction with fellow members that keep you coming back. In that spirit, we will be starting a series of questions & answers to be published from time to time in *The Purr*. The length and detail of responses are entirely up to you and in some cases, may be a few words or for those inclined, a few paragraphs with a picture. Simply put, everyone loves a good story and with over 125 members, there's no doubt our members have a few stories to tell.

To kick things off, here are some ideas based on past articles:

- Your car's appearance on the DVJC calendar*
- Jaguar owned by a notable person.*
- Holiday or special occasions involving your Jaguar.*
- Restoration efforts, successes, challenges.*
- Maintenance tips or experiences.*
- Equipment mishaps and repair efforts at an event.*
- Your biography to introduce yourself to the club.*
- Attendance at or participation in a special event.*
- Just about any interesting anecdote you think would interest readers.*

While most members own a Jaguar or two or more, Jaguar ownership has never been a requirement for joining the club so all are welcome to participate. Don't be shy!

How to submit a response

- Send an email or Microsoft Word file to Brian Craig, editor of the Purr, to bhc166@aol.com.
- All responses will be published in the Purr. Please note that, due to publication reviews and editing, articles may be published a month or two later than submitted. As a reminder, the current month's issue of the Purr is always available on the website at <https://delvaljaguarclub.com>



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Delaware Valley Jaguar Club

Check one: **Member Profile Update** **Renewal**
 Application for New Membership

Jaguar ownership is not necessary for membership, only an interest in the Marque.

Member Name:

<i>Last</i>	<i>First</i>	<i>M.I.</i>

JCNA Number:

--	--

Renewing or previous members

Address:

<i>Street Address</i>	<i>Apartment/Unit #</i>

<i>City</i>	<i>State</i>	<i>ZIP Code</i>

Phone 1:

 Phone 2:

Email:

Occupation (optional):

 Retired?

Co-Member Name:

<i>Last</i>	<i>First</i>	<i>M.I.</i>

Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). **Youth Enthusiasts*** membership is available at a cost of \$35.00 for members 25 years of age or younger. Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *The Jaguar's Purr*, the local club monthly newsletter by e-mail with free Classified Ads for members.

Child under 18? Name: _____ Date of Birth ____ / ____ / ____

Youth Enthusiast? Name: _____ Date of Birth _ ____ / ____ / ____

Signed: _____ **Date:** _____

Annual Dues:

Full Members receiving electronic copies of Purr newsletter \$75.00

New Members joining after July 1 \$55.00

Youth Enthusiast \$35.00

If paying by check:

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Jaguars Owned				
Year	Model	Body Type	Color	Memo

Emergency Contact Information

Full Name: _____
Last *First* *M.I.*

Address: _____
Street Address *Apartment/Unit #*

City *State* *ZIP Code*

Primary Phone: _____ Relationship: _____

Direct questions to: membership@delvaljaguarclub.com.



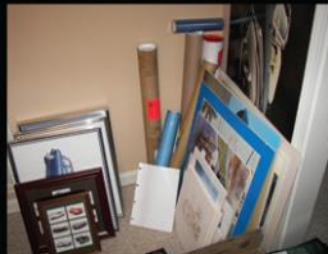
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Car Enthusiast Events 2022

Compiled By: Kevin Fitzgerald

As most of you know, many car shows have been cancelled or rescheduled in the past 2 years due to COVID. Because of this uncertainty, DVJC has declined to list car shows in our club calendar. We don't know what the future may hold in terms of the pandemic, so it's always advisable to confirm the dates for the events listed below by calling ahead or visiting the organization's website.

This list is *not* all-inclusive. I've compiled it based on my own experience attending many of these events, and those I've included are the ones I think will most interest DVJC club members. The list *does not* include the run-of-the-mill shows that feature mostly American makes, including muscle, custom, and stock cars.

As you'll see, I've listed several local "Cars and Coffee" events. Cars and Coffee began in 2017 and has become a global event. If you've ever been to one, you'll realize the main appeal is mostly to the younger crowd. Also, be advised that turnout for these events may be as low as 25 cars or as many as 500 cars (at SteelStacks in Bethlehem).

In addition to using this calendar of events, you may want to check the website of Roadster Factory, which has a British car show calendar at the-roadster-factory.com/Events.php, recommended to me by Dave Hutchinson. (Starting in 2022, Ragtops and Roadsters is no longer publishing its own car show calendar.)

JULY

July 3: Rebels and Redcoats Classic Car show. 10 am – 2 pm. Washington Crossing State Park, Route 29, PA. (215) 493-4076. hemmings.com/events/detail?listing_id=60254

July 10: Road Angels Car Show. 9 am - 3:30 pm. Dublin Volunteer Fire Co., 194 N Main St, Dublin PA

AUGUST

Date TBD: Newtown Antique and Classic Car Show, Newtown, PA. www.newtownba.org/ or email info@NewtownBA.org.

August 5-7: Das Awkscht Fescht. Starting at 7:30 am. Macungie Memorial Park, Macungie, PA. Jaguar is the featured marque this year; contact Jed Rapoport at (484) 225-0520. awkscht.com/information

August 20-21: Duryea Hill Climb. Reading, PA. (880) 770-2055

August 28: A Taste of Britain Car Show. Cars 10 am- 5 pm. Polo match: 2:30 pm. 70 Church St, Rothsville, PA. (717) 285-7379.

SEPTEMBER

September 3: Duryea Days Antique and Classic Car Show. 8 am – 3 pm. Boyertown Community Park, S. Madison St, Boyertown, PA. (610) 367-2090.

September 8-11: Watkins Glen Vintage Grand Prix. Watkins Glen, NY. (605) 535-3003. theglen.com/events/2022-hilliard-u-s-vintage-grand-prix/

September 17: Coatesville International Grand Prix and Downtown Classic Car Race. 1 City Hall Place, Coatesville, PA. (484) 787-6408. coatesville-grandprix.com/

September 24: DVC British Car Show (formerly Pennypacker Mills British Car Show). Skippack Village, PA (Rt 73 just east of Rt 113). Field opens 10 am. General admission 11 am. www.dvcmg.com/events/dvc-car-show/

September 28- October 2: Fall Carlisle Automotive Flea Market and Car Corral. Starting at 7 am. special.hemmings.com/events/detail?listing_id=59782

OCTOBER

October 4-7: Hershey Antique Automobile Show and Flea Market Easter Fall Meet. Starting this year, car show is on Friday (10/7), not Saturday as in the past. exhpo.com/int/eastern-fall-meet/

October 8: Brits at the Village Car Show. Peddlers Village, Rt 202, Lahaska, PA. (484) 686-3305.

October 15: Flemington Speedway Car Show at the Fairgrounds. 1207 Rt. 179, Lambertville, NJ. flemingtonspeedwayhistoricalsociety.com/about-us.html or info@flemingtonspeedwayhistoricalsociety.com

October 16: Congregation Beth Or Car Show. 239 E Welsh Rd., Maple Glen, PA. (215) 646-5806

October 16: Skippack International Car Show. Rt 73, Skippack. (610)-584-6004

October 16: Cars and Coffee Lehigh Valley. Season Finale. 8 am to noon. SteelStacks, Bethlehem, PA. Free admission. Foreign and exotic cars get prime parking. steelstacks.org/carsandcoffee/



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